

would enter and 509 vehicles would exit the site. During the afternoon peak hour about 616 vehicles would enter and 1,062 vehicles would exit the site.

### **Projected Levels of Service**

- The intersections of Centennial/Fillmore and Centennial/Grand Market are projected to continue to operate at a satisfactory level of service based on the projected 2035 total traffic volumes and recommendations for intersection improvements.
- The north site access point to Centennial Boulevard is projected to operate acceptably as a Stop-sign-controlled intersection.

The northbound and southbound approaches at the access to Fillmore Street are projected to operate at LOS F during the peak hours based on both 2035 background and 2035 total traffic volumes. It is unlikely the City would signalize this intersection. This report and traffic projections herein assume the current condition—an unsignalized, full-movement intersection. Motorists wishing to exit the site and travel east on Fillmore Street will also have the option of using the full-movement access to Centennial Boulevard or making a right turn onto westbound Fillmore Street and then a U-turn at the Fillmore/Centennial intersection.

### **Recommended Improvements**

- A summary of the recommended improvements is shown in Figure 8.
- The applicant will be required to complete traffic signal modifications at the intersection of Centennial/Grand Market Place necessary to accommodate the east leg of the intersection. This will include the addition of signal heads to the existing traffic signal to provide protected or protected-permissive phasing for the left-turn movements. It also may include the addition of pedestrian posts to bring the intersection up to current standards. All signal modifications and improvements will be at the expense of the applicant/developer.
- Modifications may be needed to the existing center median on the west leg of the Grand Market Point/Centennial intersection as a result of the dual westbound left-turn lanes needed on the new east leg (site access). These potential modifications are illustrated in Figure 9. On the east leg, the southeast corner curb return and pedestrian ramps would likely need to be rebuilt and the traffic signal pole may require relocation.
- Construct a northbound right-turn deceleration lane on Centennial Boulevard approaching the new full-movement access on the north. This lane should be 200 feet long plus a 75-foot bay taper. There is an existing northbound right-turn lane approaching the south full-movement site access point.
- Remove the existing raised center median on Centennial Boulevard from just south of the north site access north to the apartment access to the north to provide for a standard full-movement

T median opening and a southbound left-turn between the two access points. This lane should be 105 feet long plus a 40-foot bay taper.

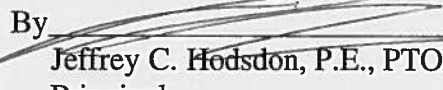
- Construct a westbound right-turn deceleration lane on Fillmore Street approaching the access. This lane should be 200 feet long plus a 75-foot bay taper.
- There is existing striping for a northbound right-turn deceleration lane and left-turn lane approaching a curb cut (not in service) located on the east side of Centennial Boulevard north of Grand Market Pointe aligning with an existing access to the west. This curb cut will be removed as access to the hospital is not planned at this location. The right-turn lane striping should be also be modified to convert it to paved shoulder/bike lane instead of a turn lane. The southbound left-turn lane could potentially be restriped/signed for use by U-turning vehicles only.
- LSC has recommended the location of the north site access based on field measurements, however, the sight distance should be verified on the plan and profile drawings once completed, and also once grading has been completed, but prior to paving and installing curb and gutter.

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We trust this updated traffic impact analysis will assist you in gaining approval of the proposed hospital development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By   
Jeffrey C. Hodston, P.E., PTOE  
Principal



JCH:KDF:bjwb

Enclosures: Table 2  
Figures 1-9  
Traffic Count Reports  
Level of Service Reports  
Queuing Reports

